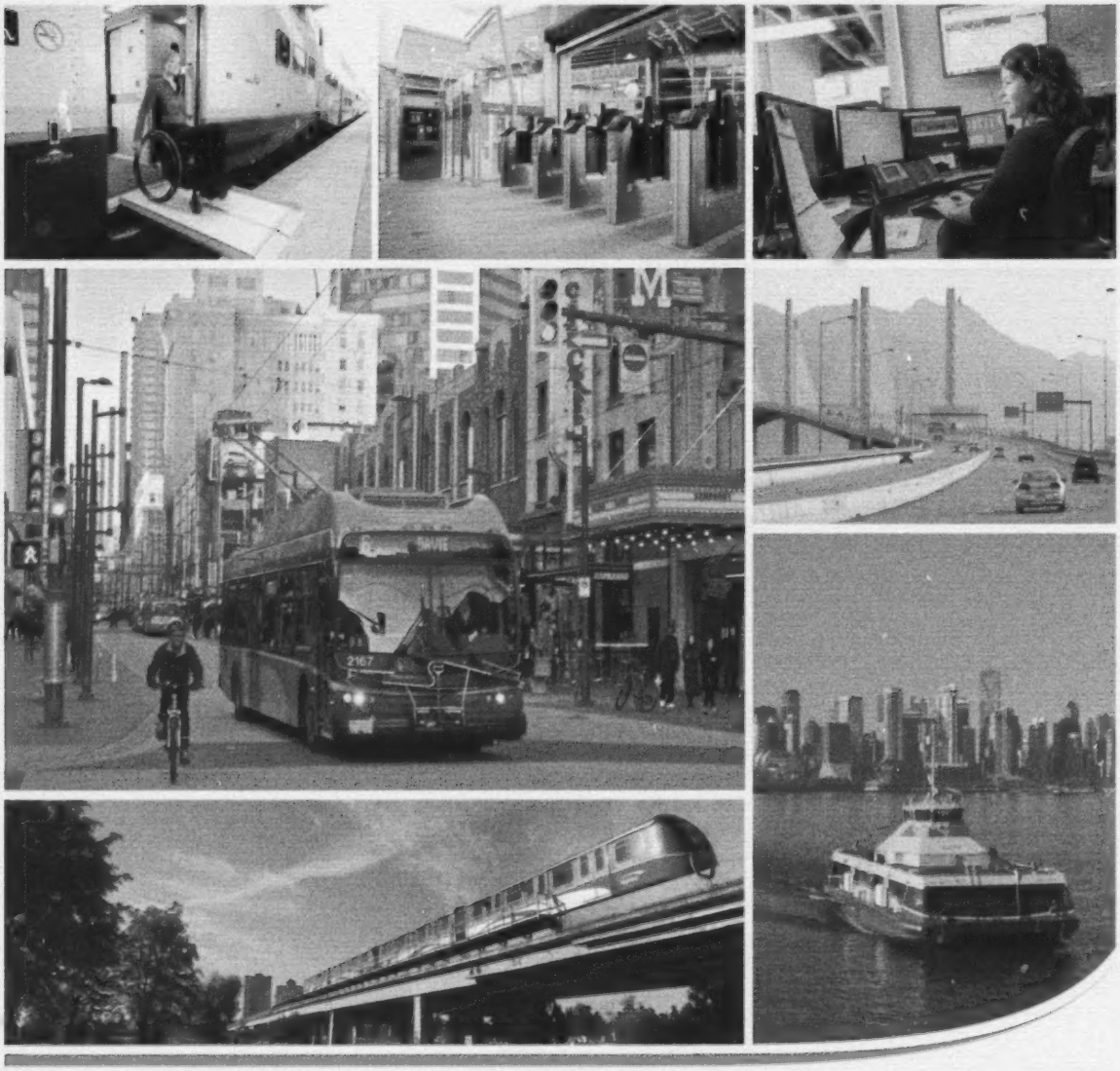
2014 FINANCIAL AND PERFORMANCE REPORT
as at SEPTEMBER 30, 2014



TRANSLINK

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Caution Regarding Forward-Looking Statements

From time to time, TransLink makes written and/or oral forward looking statements, including in this document, and in other communications. In addition, representatives of TransLink may make forward-looking statements orally to analysts, investors, the media and others.

Forward-looking statements, by their nature, require TransLink to make assumptions and are subject to inherent risk and uncertainties. In light of the uncertainty related to the financial, economic and regulatory environments, such risks and uncertainties, many of which are beyond TransLink's control, and the effects of which can be difficult to predict, may cause actual results to differ materially from the expectations expressed in the forward-looking statements.

1. Financial and Performance Summary

Nine months ended September 30, 2014, resulted in $42.5 million surplus, $71.2 million better than budget.

Key factors resulting in better than budget financial results include:

- Timing of Major Road Network contributions to municipalities due to timing of municipal activities, $25.4 million
- Timing of Compass Card implementation, $21.4 million
- Sale of surplus property, $6.5 million
- Amortization and Interest, $10.3 million
- One time studies and other timing issues $7.6 million

Operating indicators are tracking favourable to budget for scheduled transit service with the exception of complaints; however complaints are down over 2013.

The expanded use of taxis to provide more rides for customers with disabilities has been successful in reducing the number of trip denials for Access Transit service (from an average of 3200 per month to 100 per month).

The recently completed independent review of two SkyTrain service disruptions last July included 20 recommendations which TransLink has undertaken to implement over the next 5 years within its annual operating and capital budget. Several of these initiatives are underway and will be completed by the end of the year.

The forecast for the year is $2.3 million surplus. Major Road Network contributions to municipalities will be incurred in the last three months which will reduce the year to date surplus significantly.

Strategic Focus

TransLink aligns the organization around five strategic goals. These goals focus on critical success factors that lead to a better place to live built on transportation excellence: **customer**, **financial**, **stakeholder**, **people,** and **internal effectiveness**. Throughout the first nine months of 2014, TransLink commenced, advanced, or completed many of the action plans that meet the organizations strategic objectives. The 2014 strategic goals, objectives and third quarter highlights are listed below:

1. Customer Goal

Objective: ***Meet our customers' expectations in the implementation of Compass Card and infrastructure upgrades***

To ensure the launch of Compass is successful for our customers, we are continuing with a phased approach, which has proven successful for other major transit systems. TransLink continues to promote and inform customers of Compass through stakeholder outreach and education, building awareness through various media, including the AskCompass website (askCompass.ca). Since November 2013 AskCompass.ca, the website has received over 131,000 views. Approximately 2,000 questions have been submitted, and currently there are over 600 relevant questions and answers posted on the site to assist customers. Most frequent questions are about rates, card types, stored value and how the system will change under compass.

The next customer segment to be introduced onto the system, over the next 6 months, is the U-Pass program. Early reports indicate that the students are excited and looking forward to getting, and using, their cards.

TransLink also continues to invest in significant upgrades to improve customer convenience. As part of this effort:

- The Commercial-Broadway Station design is complete and work has been underway on the adjacent property to prepare the site for the station platform and expanded concourse. These upgrades will improve access and security for customers and better serve the surrounding communities.

- The Main Street Station upgrade project continued. On completion, the upgrades will improve access between the station and Science World/False Creek area. During construction service to the station is being provided with the Train2Main service that allows for local connections to the station.

- For the Expo Line Power Propulsion Upgrade Project, power rail replacement was completed from New Westminster Station to Scott Road Station and new equipment was installed on ten substations. This will result in a more robust system resulting in fewer service disruptions and it is more energy efficient.

2. Financial Goal

Objective: ***Manage within our financial framework***

TransLink's financial framework includes managing within the cumulative reserve policy and maintaining a strong credit rating. To achieve these objectives, TransLink management meets quarterly to review the capital cashflow variances against set targets and focuses on getting to the root causes.

More refined cash and liquidity forecasts have been developed together with enhanced investment and borrowing strategies to more effectively manage our cash and investments, as well as minimize debt costs.

In addition to focusing on costs, TransLink continues to explore new revenue opportunities. TransLink is generating additional revenue through the Adjacent and Integrated Developments (AID) Program, which supports developers and municipalities in creating transit-oriented communities proximate to TransLink's infrastructure. The resulting real estate development projects enable TransLink to realize revenues and benefit from infrastructure upgrades by partnering with private industry. Currently, there are over 35 AID projects underway.

3. Stakeholder Goal

Objective: ***Increase stakeholder and public confidence in TransLink's ability to efficiently plan, deliver and manage the regional transportation system***

On June 12, 2014, the Mayors' Council approved Regional Transportation Investments: A Vision for Metro Vancouver. Through the third quarter of 2014, TransLink continued to provide technical and planning expertise to support the work of the Mayors' Council and the Province of BC in pursuing next steps, including discussions regarding a proposed referendum and eventual development of a 10-Year Investment Plan.

Communication and outreach activities focus on demonstrating the value of an effective transportation system and to be transparent in our decision making. Investment in transit and the Major Road Network has a significant impact on goods movement within our region.

4. People Goal

Objective: ***Actively engage employees to plan, build and operate a sustainable transportation network***

TransLink completed an engagement survey for CMBC and TransLink. The results show positive progress to the initiatives implemented since 2012. Action plans will be developed to address feedback received in the surveys. An engagement survey is currently underway at BCRTC. Once all organizations have been surveyed, this enterprise baseline will be used to measure against in future years.

There has been continued focus on targeted training for supervisors and a number of leadership courses including Change Management for senior leaders. With significant organizational change and pending retirements in coming years these initiatives have been designed to equip leaders and employees to meet the challenges the organization is facing.

5. Internal effectiveness Goal

Objective: ***Improve efficiency and utilization of our resources***

Implementation of several Custom Transit Service Review recommendations is underway which has resulted in a 46 per cent decrease in denied trips for September year-to-date over the same period last year. The use of supplemental taxis in the service delivery model increased by 67 per cent for September year-to-date compared to same period last year. Compared to the same period year to date, customer taxi service related complaints declined by 25 per cent and overall service availability complaints declined by 53 per cent.

Financial Indicators

FINANCIAL RESULTS As at September 30, 2014 ($ thousands)	YTD 2013 ACTUAL	YTD 2014 ACTUAL	YTD Year-over-Year Change	YTD Year-over-Year %	YTD 2014 BUDGET	YTD Budget Variance Fav/ (Unfav)	YTD Budget Variance %	Annual 2014 FORECAST	Annual 2014 BUDGET	Annual Forecast Variance Fav/ (Unfav)	Annual Forecast Variance %
Revenues	1,073,450	1,086,297	12,848	1.2%	1,084,807	1,490	0.1%	1,451,803	1,454,649	(2,846)	-0.2%
Expenses	1,028,904	1,043,783	14,879	1.4%	1,113,477	69,695	6.3%	1,449,478	1,506,547	57,069	3.8%
Excess of revenue & expenses before funding adjustments	44,546	42,515	(2,031)	(4.6%)	(28,671)	71,185	248.3%	2,325	(51,898)	54,223	104.5%

The excess of revenues over expenses for the nine months ended September 30th was $42.5 million, $2.0 million less than the same period in 2013, and $71.2 million better than budget.

Year-to-date revenues were $12.8 million (1.2 per cent) higher than the same period last year, primarily as a result of a gain on disposal of surplus properties and the legislatively allowed 3.0 per cent increase in property taxes. In comparison to the 2014 budget, actual revenues for the nine month period exceeded budget by $1.5 million (0.1 per cent). The net increase was driven by a $3.9 million (0.7 per cent) increase in Taxation revenue and the gain of $6.7 million from disposal, offset by lower transit revenues.

Expenses were $14.9 million (1.4 per cent) higher than last year mainly due to economic and contractual increases, offset by lower amortization costs of capital assets and lower lease costs. Compared to budget, expenses were $69.7 million (6.3 per cent) favourable. This includes a timing variance for capital infrastructure contributions to municipalities for the major road network, timing of Compass Card implementation, temporary vacancy savings, and lower amortization and interest costs.

FINANCIAL INDICATORS ($ thousands)	31-Dec 2013 ACTUAL	30-Sep 2014 ACTUAL	Change	%	YTD 2014 BUDGET	Budget Variance Fav/ (Unfav)	Budget Variance %	31-Dec 2014 BUDGET
Cumulative Funded Surplus [1]	342,700	372,324	29,624	8.6%	324,919	47,405	14.6%	301,544
Capital Assets [2]	4,451,189	4,464,438	13,249	0.3%	-	-	-	4,843,806
Net debt [3]	1,913,232	1,865,544	(47,688)	(2.5%)	-	-	-	2,197,641
Deferred concessionaire credits and GEB contractor liability [4]	1,664,001	1,652,814	(11,187)	(0.7%)	-	-	-	1,646,916
Total net debt [5]	3,577,233	3,518,358	(58,875)	(1.6%)	-	-	-	3,844,557
Gross interest cost as a % of operating revenue [6]	13.5%	13.3%	(0.2%)	(1.5%)	-	-	-	14.4%

[1] The funded surplus as calculated under the SCBCTA Act represents the amount of resources available to fund future operations.

[2] 2013 figure restated for BCRTC capital spares

[3] Includes bonds, debentures, capital leases, short-term debt net of sinking funds and debt reserve deposits

[4] Includes deferred concessionaire credits and GEB contractor liability.

[5] Net debt + deferred concessionaire credits and GEB contractor liability.

[6] Operating revenue includes fares, taxation, and GEB toll revenue

TransLink's cumulative funded surplus has increased $29.6 million and Capital Assets have grown by $13.2 million. Total net debt has been reduced by $58.0 million (1.6 per cent).

Operating Indicators

OPERATING INDICATORS As at September 30, 2014	YTD 2013 ACTUAL	YTD 2014 ACTUAL	Year-over-Year Change	Year-over-Year %	YTD 2014 BUDGET	Budget Variance Fav/ (Unfav)	Budget Variance %	Annual 2014 BUDGET
Scheduled Transit Service								
Overall Performance Rating (out of 10)	7.6	7.6	-	-	7.7	(0.1)	(1.3%)	7.6
Service hours (000's)	4,652	4,690	38	0.8%	4,673	16	0.3%	6,248
Operating cost recovery	55.6%	54.0%	(1.6%)	(2.9%)	53.5%	0.5%	0.9%	54.0%
Operating cost per service hour	$ 142.81	$ 145.31	$ 2.50	1.8%	$ 152.54	$ 7.23	4.7%	$ 152.98
Complaints per 1 million boarded passengers	96.6	86.5	(10.1)	(10.5%)	76.3	(10.2)	(13.4%)	76.6
Operating cost per capacity kilometre	$ 0.084	$ 0.087	$ 0.003	3.6%	$ 0.091	$ 0.004	4.4%	$ 0.092
Access Transit Service								
Number of trips *	896,695	871,311	(25,384)	(2.8%)	953,668	(82,357)	(8.6%)	1,254,587
Operating cost per trip *	$ 39.37	$ 40.42	$ 1.05	2.7%	$ 37.35	$ (3.07)	(8.2%)	$ 38.09
Number of trips denied **	30,534	16,795	(13,739)	(45.0%)	28,610	11,815	41.3%	37,638
Complaints per 1 million boarded passengers	1,018.0	1,049.2	31.2	3.1%	754.2	(295.0)	(39.1%)	757.3
Golden Ears Bridge								
Crossings (000's)	8,301	8,733	433	5.2%	8,627	107	1.2%	11,500
Average toll per crossing	$ 3.58	$ 3.62	$ 0.04	1.1%	$ 3.44	$ 0.18	5.2%	$ 3.45

* This is a new measure to reflect a change in service delivery and targets were not set during the budget process

** A new measure to reflect the number of denied trips

Scheduled Transit Service (Conventional)

Year-to-date service hours are slightly higher year over year, reflecting one additional weekday service day in 2014.

Operating cost recovery is slightly lower year over year, but has improved since June and is better than budget.

Operating cost per service hour is higher year over year due to increases in labour, fuel and maintenance repair costs. The favourable variance to budget is the result of savings realized from vacant positions, lower costs due to the timing of Compass implementation, and the timing of some expenses moving to later in the year.

Complaints per million boardings were down over last year; service related complaints were up slightly, whereas operator related complaints were down.

Access Transit

As of July, denials have been less than 100 per month and are vastly improved from the previous year of more than 3200 per month. Demand year-to-date is lower than in 2013; however demand may increase once customers become aware that more trips are available.

Some of the additional taxi funding from TransLink has been put towards safety and service training for taxi companies and towards other initiatives to ensure customers experience the same level of service regardless of the type of vehicle they're travelling in. This has resulted in a 25 per cent improvement in the taxi complaint ratios however; the complaint ratio remains higher for taxis than for HandyDart.

3. Consolidated Statement of Operations Analysis

Consolidated Revenues

CONSOLIDATED REVENUES As at September 30, 2014 ($ thousands)	YTD 2013 ACTUAL	YTD 2014 ACTUAL	YTD Year over Year Change	YTD Year over Year %	YTD 2014 BUDGET	YTD Budget Variance Fav/ (Unfav)	YTD Budget Variance %	Annual 2014 FORECAST	Annual 2014 BUDGET	Annual Forecast Variance Fav/ (Unfav)	Annual Forecast Variance %
Taxation	548,942	556,176	7,234	1.3%	552,282	3,894	0.7%	740,987	736,396	4,590	0.6%
Transit	371,414	369,294	(2,120)	(0.6%)	382,937	(13,643)	(3.6%)	498,188	518,001	(19,814)	(3.8%)
Transfers from Government	62,489	66,013	3,524	5.6%	65,221	792	1.2%	90,186	88,147	2,039	2.3%
Golden Ears Bridge tolls	29,752	31,643	1,891	6.4%	29,713	1,930	6.5%	41,870	39,648	2,222	5.6%
Interest Income	24,807	25,430	624	2.5%	25,459	(29)	(0.1%)	34,003	34,231	(228)	(0.7%)
Amortization of Deferred Concessionaire Credit	17,407	17,407	0	0.0%	17,407	0	0.0%	23,337	23,337	0	0.0%
Emissions Testing	15,404	10,577	(4,827)	(31.3%)	10,280	296	2.9%	12,846	12,846	0	0.0%
Miscellaneous	3,376	3,041	(335)	(9.9%)	1,509	1,532	101.6%	3,671	2,043	1,628	79.7%
Revenue Before Gain/(Loss) on Disposals	1,073,591	1,079,581	5,991	0.6%	1,084,807	(5,226)	(0.5%)	1,445,087	1,454,649	(9,562)	(0.7%)
Gain on Disposal	(141)	6,716	6,857	4853.5%		6,716	0.0%	6,716		6,716	0.0%
PSAB Total	1,073,450	1,086,297	12,848	1.2%	1,084,807	1,490	0.1%	1,451,803	1,454,649	(2,846)	(0.2%)
Funding Adjustments:											
Transfers from Governments	(47,760)	(51,336)	(3,576)	(7.5%)	(50,786)	(550)	(1.1%)	(70,646)	(68,847)	(1,799)	(2.5%)
Interest Income	(21,378)	(21,812)	(434)	(2.0%)	(22,581)	769	3.4%	(29,105)	(30,108)	1,003	3.4%
Amortization of deferred Concessionaire Credit	(17,407)	(17,407)	-	0.0%	(17,407)	-	0.0%	(23,337)	(23,337)	0	0.0%
Emissions Testing	(15,404)	(10,577)	4,827	31.3%	(10,280)	(296)	(2.9%)	(12,846)	(12,846)	0	0.0%
Funded Total	971,501	985,165	13,664	1.4%	983,752	1,413	0.1%	1,315,869	1,319,511	(3,641)	(0.3%)

Overview

Revenues for the first three quarters of 2014 were $1.086 billion, a $12.8 million (1.2 per cent) increase from the same period in 2013 and $1.5 million (0.1 per cent) above budget. The increase over 2013 is a combination of a gain on disposal of surplus properties, increase in taxation revenue and an increase in transfers from government due to timing of capital project activity, offset by lower emissions testing revenue from AirCare.

In comparison to budget, the favourable variance is due to a gain on sale of property which had expected to occur in 2013, higher taxation revenue for both parking rights tax and fuel tax, partially offset by lower transit revenues.

Taxation

TAXATION REVENUES As at September 30, 2014 ($ thousands)	YTD 2013 ACTUAL	YTD 2014 ACTUAL	YTD Year-over-Year Change	YTD Year-over-Year %	YTD 2014 BUDGET	YTD Budget Variance Fav/ (Unfav)	YTD Budget Variance %	Annual 2014 FORECAST	Annual 2014 BUDGET	Annual Forecast Variance Fav/ (Unfav)	Annual Forecast Variance %
Fuel	256,929	255,054	(1,875)	(0.7%)	253,321	1,733	0.7%	339,495	337,761	1,733	0.5%
Property & Replacement	235,554	242,210	6,656	2.8%	242,210	0	0.0%	322,946	322,946	0	0.0%
Parking Rights	42,152	44,265	2,113	5.0%	42,098	2,167	5.1%	58,882	56,019	2,863	5.1%
Hydro Levy	14,307	14,647	340	2.4%	14,653	(6)	(0.0%)	19,664	19,670	(6)	(0.0%)
Total Taxation	548,942	556,176	7,234	1.3%	552,282	3,894	0.7%	740,987	736,396	4,590	0.6%

As permitted by the *South Coast British Columbia Transportation Authority (SCBCTA) Act*, TransLink raises funds by means of taxation.

Year over Year

Fuel tax revenues decreased by $1.9 million (0.7 per cent) for the first nine months of 2014 compared to 2013. Total net volume reported by the Consumer Taxation Branch (CTB), in TransLink's region, for the first eight months of 2014 decreased by 2.3 per cent compared to the same period in 2013. Fuel tax revenue continues to be volatile as was experienced in the third quarter this year when large adjustments for diesel volume were processed through CTB.

Property tax and replacement tax revenue increased by $6.7 million (2.8 per cent) over 2013, which is in-line with the three per cent annual increase, the legislated allowable maximum.

Parking rights taxes revenues year-to-date were $2.1 million (5.0 per cent) higher than the same period in 2013. Revenues continue to show positive growth in the amounts remitted by parking vendors.

Actual vs. Budget and Forecast

Taxation revenues year-to-date was $3.9 million (0.7 per cent) favourable to budget and forecasted to be $4.6 million higher than budget (0.6 per cent), mainly due to the current trending of parking rights tax revenues.

Fuel tax revenues were $1.7 million higher than budget. Recent experience in retail prices and the USD/CAD exchange rate may have contributed to higher volumes, however, the volatility of this revenue source continue to make it difficult to predict. The favourable budget variance is forecast to hold to the end of the year.

Parking rights taxes were $2.1 million (5.1 per cent) favourable to budget as higher revenues were remitted by parking vendors. The favourable budget variance is forecast to continue through to the end of the year.

Transit Revenues

TRANSIT REVENUES As at September 30, 2014 ($ thousands)	YTD 2013 ACTUAL	YTD 2014 ACTUAL	YTD Year-over-Year Change	YTD Year-over-Year %	YTD 2014 BUDGET	YTD Budget Variance Fav/ (Unfav)	YTD Budget Variance %	Annual 2014 FORECAST	Annual 2014 BUDGET	Annual Forecast Variance Fav/ (Unfav)	Annual Forecast Variance %
Farebox	83,906	83,926	20	0.0%	53,740	30,187	56.2%	112,168	72,352	39,808	55.0%
Prepaid Fares	208,165	201,642	(6,523)	(3.1%)	243,799	(42,158)	(17.3%)	267,007	326,010	(59,003)	(18.1%)
Prepaid Contract	68,917	72,199	3,282	4.8%	74,356	(2,157)	(2.9%)	103,462	104,795	(1,333)	(1.3%)
Total Fares	360,987	357,767	(3,221)	(0.9%)	371,895	(14,128)	(3.8%)	482,628	503,157	(20,529)	(4.1%)
Other	10,426	11,527	1,101	10.6%	11,042	485	4.4%	15,560	14,845	715	4.8%
Total Transit	371,414	369,294	(2,120)	(0.6%)	382,937	(13,643)	(3.6%)	498,188	518,001	(19,814)	(3.8%)

Year over Year

Transit revenues consist of transit fares and other revenues such as fare infractions, advertising and Park and Ride Revenue. Transit revenues year-to-date decreased by $2.1 million (0.6 per cent) compared to 2013 for the same period.

Transit fares were $3.2 million (0.9 per cent) below the same period in 2013 due to lower ridership. FareBox and Prepaid fare revenues combined was $6.5 million lower (3.1 per cent) than 2013, which was partially offset by an increase in prepaid contracts from the mid-year U-Pass rate increase. Ongoing analysis into the decline in ridership suggests that the 2013 fare increase had a longer lasting effect on ridership than expected. However, preliminary ridership estimated for quarter three indicate that ridership is beginning to recover. Fare revenues were also impacted by the free day travel in August and the delay of the new school year by three weeks.

Other transit year-to-date revenues increased by $1.1 million (10.6 per cent) compared to the same period in 2013. The increase is attributable to a combination of advertising revenue and additional Park and Ride revenue.

Actual vs. Budget and Forecast

Transit Fares were $14.1 million (3.8 per cent) below budget and are now forecasted to be $20.5 million (4.1 per cent) below budget. This is due in part to actual ridership being lower than budgeted – the 2014 budget was developed with preliminary 2013 ridership numbers and actual 2013 ridership numbers were lower than what had been assumed in the budget.

Golden Ears Bridge Tolls

Year over Year

Year-to-date toll revenue increased $1.9 million (6.4 per cent) over the same period in 2013. Average daily crossings in the first nine months of 2014 grew by approximately 5.2 per cent and a legislated inflationary toll rate adjustment was implemented, effective July 15.

Actual vs. Budget and Forecast

Year-to-date toll revenue was $1.9 million (6.5 per cent) above budget as actual vehicle crossings were slightly higher than expected and average toll rates were higher. The end of the Port Mann Bridge discounted rates and lower migration rate to Port Mann Bridge decal have resulted in a higher average toll rate for the year.

Interest Income

Year over Year

Interest income was $0.6 million (2.5 per cent) higher year-over-year due to higher sinking fund investment balances.

Actual vs. Budget and Forecast

Interest income for the nine months to September 30th is consistent with budget.

The full year's forecast for Interest income for 2014 is $34 million, which is slightly unfavourable to budget due to lower interest rates.

Emissions Testing

Revenue from the AirCare program for the first nine months of 2014 was $4.8 million (31.3 per cent) below 2013, due to a fee reduction that started in 2014 in anticipation of the announced program ending at December 31, 2014. The fee reduction was budgeted, so actual 2014 results are consistent with the budget and forecast.

Funding Adjustments

Funding adjustments are the changes required to the income statement to calculate the cumulative funded surplus under the SCBCTA Act. The cumulative funded surplus is defined as the amount of resources available to fund future operations.

Expenses by Segment

CONSOLIDATED EXPENSES BY SEGMENT As at September 30, 2014 ($ thousands)	YTD 2013 ACTUAL RESTATED	YTD 2014 ACTUAL	YTD Year-over-Year Change	YTD Year-over-Year %	YTD 2014 BUDGET	YTD Budget Variance Fav/ (Unfav)	YTD Budget Variance %	Annual 2014 FORECAST	Annual 2014 BUDGET	Annual Forecast Variance Fav/ (Unfav)	Annual Forecast Variance %
AirCare	12,020	11,880	(140)	(1.2%)	12,300	419	3.4%	16,859	16,859	0	0.0%
Bus Division	463,360	471,410	8,049	1.7%	477,554	6,144	1.3%	631,213	641,132	9,919	1.5%
Corporate	47,628	47,628	1	0.0%	65,991	18,362	27.8%	72,098	101,347	29,249	28.9%
Rail Division	178,694	188,492	9,798	5.5%	191,124	2,632	1.4%	254,986	256,298	1,312	0.5%
Roads & Bridges	51,137	52,577	1,440	2.8%	83,280	30,703	36.9%	109,212	110,285	1,072	1.0%
Transit Police	21,374	22,995	1,621	7.6%	24,084	1,090	4.5%	31,905	32,181	276	0.9%
Amortization of Capital Assets*	123,907	119,154	(4,753)	(3.8%)	123,822	4,668	3.8%	161,695	165,830	4,135	2.5%
Interest*	130,784	129,647	(1,138)	(0.9%)	135,324	5,677	4.2%	171,510	182,614	11,105	6.1%
PSAB Total	**1,028,904**	**1,043,783**	**14,879**	**1.4%**	**1,113,477**	**69,695**	**6.3%**	**1,449,478**	**1,506,547**	**57,069**	**3.8%**
Funding Adjustments:											
AirCare	(12,020)	(11,880)	140	1.2%	(12,300)	(419)	(3.4%)	(16,859)	(16,859)	0	0.0%
Corporate	(229)	(162)	68	29.5%	(73)	88	120.4%	(186)	(101)	85	83.7%
Roads & Bridges	(20,468)	(23,564)	(3,095)	(15.1%)	(48,943)	(25,379)	(51.9%)	(69,418)	(64,603)	4,815	7.5%
Amortization of Capital Assets	(117,264)	(113,753)	3,511	3.0%	(114,636)	(884)	(0.8%)	(154,962)	(152,848)	2,114	1.4%
Interest	(50,272)	(50,679)	(406)	(0.8%)	(51,113)	(435)	(0.9%)	(67,674)	(68,258)	(585)	(0.9%)
Debt Repayment	69,718	66,664	(3,054)	(4.4%)	70,198	3,534	5.0%	89,146	94,871	5,725	6.0%
GEB Capital Payments	40,997	45,131	4,134	10.1%	44,924	(207)	(0.5%)	62,125	61,918	(207)	(0.3%)
In-house Insurance (TPCC)	1,150	-	(1,150)	(100.0%)	-	-	-	-	-	-	-
Funded Total	**940,515**	**955,541**	**15,025**	**1.6%**	**1,001,534**	**45,993**	**4.6%**	**1,291,651**	**1,360,667**	**69,016**	**5.1%**

* Shown as a separate line to help facilitate analysis, as PSAB statements allocate these amounts to the various segments

** 2013 figures have been restated to reflect impact of corporate re-organizations and to correct presentation

Year over Year

Expenses for the first nine months of 2014 were $14.9 million (1.4 per cent) higher than the same period of 2013. The main increases were in Transit operations, driven by service delivery, contractual labour increases, maintenance and repair costs and higher prices for diesel, hydro and Canada Line performance payments.

Bus Division operating expenditures year-to-date were $8.0 million (1.7 per cent) higher than 2013. Labour and other contractual and economic increases were partially offset by ongoing savings from cost efficiency initiatives implemented in late 2013. Maintenance materials were higher in 2014 due to increased major repairs. Service levels were higher in the third quarter of 2014 mainly due to the impact of the King George B-Line service added in September 2013 along with other scheduling adjustments.

Corporate expenses were unchanged for year-to-date 2014 in relation to year-to-date 2013.

Rail Division operating expenses were $9.8 million (5.5 per cent) higher than 2013. The increase is a result of increased escalator repairs and other state of good repair maintenance costs, increased labour costs as per the collective agreement, additional crewing costs of West Coast Express, increased contractual rates for Canada Line, and diesel and hydro costs.

Roads and Bridges costs have increased $1.4 million (2.8 per cent) from the same period in 2014 due to the timing of MRM contributions to municipalities, offset partially by less feasibility study activity.

Transit Police expenses were up $1.6 million (7.6 per cent) from the same period last year, mainly due to vacant sworn positions in 2013.

Interest expense is $1.1 million (0.9 per cent) lower year-over year due to debt renewals at lower interest rates.

Amortization expense decreased by $4.8 million (3.8 per cent) compared to the prior year mainly due to the accelerated amortization of ticket vending machines in 2013.

Actual vs. Budget and Forecast

Bus Division operating expenditures were $6.1 million (1.3 per cent) favourable to budget. Labour costs are unfavourable due to higher than planned overtime, sick leave and contract settlements offset partially by savings from temporary staff vacancies. Fuel and Insurance costs were favourable due to fewer service kilometres and lower diesel prices and vehicle insurance rates. Other favourable variances are primarily due to the timing of planned activities and the timing of Compass Card implementation.

The 2014 forecast is for expenditures to be under budget by $9.9 million (1.5 per cent).

Corporate expenses were $18.4 million (27.8 per cent) favourable to budget due to delayed spending on Compass Card contracted services, fare media, marketing and brand awareness and vacancy savings.

The forecast for 2014 is expected to be $29.2 million (28.8 per cent) under budget, of which $21.5 million is attributed to the timing of Compass Card implementation. The provision for corporate contingency has been reduced by $7.5 million in this latest forecast.

Rail Division costs were $2.6 million (1.4 per cent) below budget. The favourable variance was from vacancies, lower estimate of employee future benefits and inflationary increase in contractual Canada Line payments. These were offset by the collective agreement ratified in the first quarter, overtime, start-up costs for the new WCE train crews, and higher repair maintenance costs.

The forecast for 2014 is expected to be $1.3 million (0.5 per cent) under budget.

Roads and Bridges expenses were $30.7 million (36.9 per cent) below budget. Capital infrastructure contributions to municipalities are $25.4 million lower than planned at September but are forecast to be $4.8 million higher than budget by year end, due to timing of municipal activities. Note, year-over-year change and actual to budget variance in Roads and Bridges expense is common as TransLink's contributions to the municipalities are contingent on the municipalities' project spending. Since the municipalities govern when project work is done and have a four-year period in which to complete their projects, their project spending, and subsequent TransLink contributions, fluctuate year-to-year.

Transit Police costs were $1.1 million (4.5 per cent) favourable year to date, mainly as a result of staff vacancies. Transit Police is expecting to be on budget for 2014.

Amortization of capital assets was $4.7 million (3.8 per cent) below budget due to the timing of project capitalizations.

Interest expense is $5.7 million (4.2 per cent) lower than budget primarily due to lower than anticipated borrowing requirements and lower interest rates. The annual forecast for Interest Expense for 2014 is expected to be $11.1 million (6.1 per cent) favourable to budget.

Expenses by Category

CONSOLIDATED EXPENSES BY CATEGORY As at September 30, 2014 ($ thousands)	YTD 2013 ACTUAL RESTATED	YTD 2014 ACTUAL	YTD Year-over-Year Change	YTD Year-over-Year %	YTD 2014 BUDGET	YTD Budget Variance Fav/ (Unfav)	YTD Budget Variance %	Annual 2014 FORECAST	Annual 2014 BUDGET	Annual Forecast Variance Fav/ (Unfav)	Annual Forecast Variance %
Administration	17,799	21,747	3,947	22.2%	28,938	7,191	24.9%	30,905	37,678	6,773	18.0%
AirCare	12,020	11,880	(140)	(1.2%)	12,300	419	3.4%	16,859	16,859	0	0.0%
Amortization of Capital Assets	123,907	119,154	(4,753)	(3.8%)	123,822	4,668	3.8%	161,695	165,830	4,135	2.5%
Capital Infrastructure contributions	20,468	23,564	3,095	15.1%	48,943	25,379	51.9%	69,418	64,603	(4,815)	(7.5%)
Contracted Services	141,215	144,280	3,064	2.2%	150,773	6,493	4.3%	194,347	203,294	8,947	4.4%
Fuel and Power	51,663	52,449	786	1.5%	54,057	1,608	3.0%	70,783	73,347	2,564	3.5%
Insurance	13,047	13,977	930	7.1%	15,950	1,973	12.4%	18,742	21,324	2,582	12.1%
Interest	130,784	129,647	(1,138)	(0.9%)	135,324	5,677	4.2%	171,510	182,614	11,105	6.1%
Maintenance, Materials and Utilities	75,096	81,499	6,403	8.5%	84,800	3,301	3.9%	112,416	114,872	2,456	2.1%
Professional and Legal	8,691	7,899	(792)	(9.1%)	17,754	9,855	55.5%	12,059	22,854	10,795	47.2%
Rentals, Leases and Property Tax	37,496	30,466	(7,029)	(18.7%)	30,263	(204)	(0.7%)	39,930	40,432	502	1.2%
Salaries, Wages and Benefits	396,110	407,221	11,111	2.8%	410,555	3,334	0.8%	550,813	562,839	12,026	2.1%
Provision for Asset Valuation	605	-	(605)	(100.0%)	-	-	-	-	-	-	-
PSAB Total	1,028,904	1,043,783	14,879	1.4%	1,113,477	69,695	6.3%	1,449,478	1,506,547	57,069	3.8%
Funding Adjustments:											
AirCare	(12,020)	(11,880)	140	1.2%	(12,300)	(419)	(3.4%)	(16,859)	(16,859)	0	0.0%
Amortization of Capital Assets	(117,264)	(113,753)	3,511	3.0%	(114,636)	(884)	(0.8%)	(154,962)	(152,848)	2,114	1.4%
Gov. Funding Admin/Non-capitalizable projects	(229)	(162)	68	29.5%	(73)	88	120.4%	(186)	(101)	85	83.7%
Interest	(50,272)	(50,679)	(406)	(0.8%)	(51,113)	(435)	(0.9%)	(67,674)	(68,258)	(585)	(0.9%)
GEB Capital Payments	40,997	45,131	4,134	10.1%	44,924	(207)	(0.5%)	62,125	61,918	(207)	(0.3%)
MRN Capital Funding	(20,468)	(23,564)	(3,095)	(15.1%)	(48,943)	(25,379)	(51.9%)	(69,418)	(64,603)	4,815	7.5%
Principle Repayments	55,327	50,323	(5,004)	(9.0%)	50,767	444	0.9%	66,316	67,283	967	1.4%
Debt Repayment Reserves	14,391	16,341	1,950	13.6%	19,431	3,090	15.9%	22,830	27,588	4,758	17.2%
In-house Insurance (TPCC)	1,150	-	(1,150)	(100.0%)	-	-	-	-	-	-	-
Funded Total	940,515	955,541	15,025	1.6%	1,001,534	45,993	4.6%	1,291,651	1,360,667	69,016	5.1%

** 2013 figures have been restated to reflect impact of corporate re-organizations and to correct presentation

Year over Year

Administration expenses increased $3.9 million (22.2 per cent) over prior year mainly due to marketing, fare media and training for the Compass Card project.

Amortization expense decreased by $4.8 million (3.8 per cent) compared to the prior year mainly due to the accelerated amortization of ticket vending machines in 2013.

Capital infrastructure expenses were $3.1 million (15.1 per cent) higher due to the timing of when municipalities schedule the work.

Contracted services are $3.1 million (2.2 per cent) higher in 2014. Contractual payments for Canada Line increased, additional expenses were incurred to mobilize a new train crew for West Coast Express, and costs increased for the West Vancouver Blue Bus service.

Maintenance, materials and utilities increased $6.4 million (8.5 per cent) over 2013. Mainly due to increased major repairs at the Bus division and escalator repairs and other state of good repair activities at the Rail division.

Rentals, leases and property taxes are $7.0 million (18.7 per cent) lower in 2014 as the 2013 costs included a provision for the Gateway sublease.

Salaries, wages and benefits were $11.1 million (2.8 per cent) higher than 2013 due to economic and contractual increases.

Actual vs. Budget and Forecast

Administration expenses were $7.2 million (24.8 per cent) under budget due to lower marketing expenses related to the timing of Compass Card implementation. The forecast variance is expected to be 6.8 million by year-end.

Amortization of capital assets was $4.7 million (3.8 per cent) below budget due to the timing of project capitalizations. The forecast variance is expected to be $4.1 million favourable to budget by year-end.

Capital infrastructure contributions to municipalities were $25.4 million favourable at September 30th but are forecast to be $4.8 million over budget by year-end. The fluctuation in spending is due to the timing of scheduled work in municipalities and is largely out of TransLink's control.

Contracted services were $6.5 million (4.3 per cent) under budget at September and the favourable variance is forecast to increase to $8.9 million (4.4 per cent) by December. The favourable variance is due to the timing of Compass Card implementation.

Interest expense is $5.7 million (4.2 per cent) favourable to budget and the favourable variance is forecast to grow to $11.1 million (6.1 per cent) in December. The variance is due to lower than anticipated borrowing requirements and lower interest rates.

Professional and legal expenses were $9.9 million (55.5 per cent) lower than budget mainly due to the timing of Compass Card spending and reduced spending on feasibility studies. The forecast at year-end is $10.8 million favourable to budget.

Salaries, wages and benefits are favourable to budget by $3.3 million (0.8 per cent) mainly due to vacant positions, and are forecast to be $12.0 million (2.1 per cent) favourable to budget at year-end. Included in this category is a $7.5 million decrease in the provision for corporate contingency.

Capital Projects

CAPITAL PROJECTS As at September 30, 2014 ($ thousands)	Number of Projects	Budget A Current	Forecasts/Variances 2014 Actuals and Forecasts	 B Final Forecast Total	 A - B Variance to Current Budget	Senior Government Funding (Committed)
Total of all Active Projects (including Substantially Complete) and Approved in Principle (AiP) Projects as at Jan 01 2014	**213**	**$ 2,232,638**	**$ 472,105**	**$ 2,209,960**	**$ 22,678**	**$ 848,796**
Add: Adhoc Projects	9	29,335	5,296	29,062	273	14,058
Less: Projects Closed during 2014	(22)	(48,466)	(5,414)	(42,516)	(5,950)	(4,960)
Budget Changes	(7)	(26,603)	(64,704)	(25,213)	(1,390)	5,644
AiP Projects Cancelled in 2014	(25)	(17,128)	(11,728)	(17,128)	-	
Substantially Complete	(47)	(874,183)	(25,013)	(860,649)	(13,534)	(357,579)
Actual Costs and Forecast Changes			(144,795)	(3,074)	3,074	
Total Capital Program (excl Substantially Complete)	**121**	**$ 1,295,593**	**$ 225,744**	**$ 1,290,442**	**$ 5,151**	**$ 505,959**
Active Projects (excl Substantially Complete)	86	1,216,919	210,981	1,211,768	5,151	472,098
AiP Projects as at September 30, 2014	35	78,674	14,763	78,674	-	33,861
Total Capital Program (excl Substantially Complete)	**121**	**$ 1,295,593**	**$ 225,744**	**$ 1,290,442**	**$ 5,151**	**$ 505,959**

Closed Projects

A total of 22 projects with an aggregate cost of $42.5 million and an aggregate current budget of $48.5 million were completed and closed up to September 30, 2014. These projects had a total favourable variance of $6.0 million. TransLink regularly monitors the budgeted contingencies to ensure levels are appropriate. Of the projects closed in 2014, contingency made up 9.1 per cent of the total budget and 3.2 per cent was utilized.

Cancelled Projects

A total 25 projects with Approved in Principle (AiP) and an aggregate budget of $17.1 million were cancelled from the 2014 capital program. A majority of these projects were reviewed, prioritized, and cancelled to proactively manage costs, align strategic priorities and optimally utilize limited resources.

Substantially Complete Projects

A total of 47 projects with a total forecasted cost of $860.6 million and an aggregate current budget of $874.2 million were deemed substantially complete and in the final stages of project activity, with approximately $8.0 million remaining to be spent. The total expected favourable variance for these projects is $13.5 million or 1.5 per cent.

Active Projects (excluding substantially complete)

ACTIVE CAPITAL PROJECTS (excl. substantially complete) As at September 30, 2014 ($ thousands)	Number of Projects	A Current	Forecasts/Variances 2014 Actuals and Forecasts	B Final Forecast Total	A - B Variance to Current Budget	Senior Government Funding (Committed)
Equipment	16	$ 15,104	$ 5,736	$ 13,661	$ 1,443	$ -
Facilities	12	146,190	12,835	146,982	(792)	84,978
Infrastructure	30	463,955	68,782	461,526	2,429	230,712
Major Construction	1	402,841	87,809	402,850	(9)	-
Technology Applications	12	19,228	10,251	18,561	667	-
Vehicle - Non Revenue	5	2,241	1,312	2,241	-	-
Vehicle - Revenue	10	167,360	24,256	165,947	1,413	156,408
Grand Total	**86**	**$ 1,216,919**	**$ 210,981**	**$ 1,211,768**	**$ 5,151**	**$ 472,098**

As at September 30, 2014, there were 86 active projects with a current budget of $1.2 billion. The forecasted active project variance of $5.1 million or 0.4 per cent was primarily made up of the following projects:

Facilities: Unfavourable variance of $0.8 million (0.5 per cent) of the related Current Budget

- OMC2 Completion project has expanded to include: additional renovations to office buildings, building/site security improvements, and improved Fibre Optics communications lines between the two operation/maintenance centres.

Infrastructure: Favourable variance of $2.4 million or (0.5 per cent) of the related Current Budget

- Pattullo Bridge Short Term Rehab project is under budget by $2.0 million as the final costs are guided by the scope of work and timing on the Pattullo Bridge Seismic Rehabilitation which is still being finalized.

Vehicle Revenue: Favourable variance of $1.4 million (0.8 per cent) of the related Current Budget

The major components of this variance are:

- The 2013 HandyDart Fleet Replacement Project (122140) being under budget by $0.8 million due to savings in contract award.

Approval in Principle Projects

At the period ending September 30, 2014, there were 35 projects that had not yet been initiated with a total Approval in Principle (AiP) aggregate budget of $78.7 million. Projects with significant budgets include the Operational Facility Real Estate Acquisition ($14.5 million), New Westminster Station Upgrades Construction ($9.0 million), and 2015 HandyDART Vehicle Replacement ($9.0 million).

Remaining projects not yet initiated at the end of Q3 include TransLink division projects such as the Surrey SkyTrain station upgrade design and various information technology/information systems replacement/enhancement projects totaling $7.8 million; Rail division projects such as rail infrastructure and controls replacements, elevator/escalator replacement, SkyBridge improvements and general infrastructure state of good repair replacements totalling $20.5 million; and Bus division projects such as facilities and infrastructure improvements, equipment replacements, and technology upgrades totaling $17.9 million.

5. Changes in Financial Position

FINANCIAL ASSETS As at September 30, 2014 ($ thousands)	September 30 2014	December 31 2013	Change	%
Accounts receivable	$ 74,396	$ 97,103	$ (22,707)	-23.4%
Restricted cash and investments	369,517	420,681	(51,164)	-12.2%
Investments	202,436	83,787	118,649	141.6%
Assets held for sale	-	14,164	(14,164)	-100.0%
Debt reserve deposits	36,159	39,677	(3,518)	-8.9%

Accounts receivable decreased $22.7 million since the start of the year primarily due to a $8.9 million tenant improvements received from the landlord and a $9.2 million reduction in the fuel tax accrual due to fluctuations in the fuel tax sales report received from the distributor.

Restricted cash and investments represent unspent government transfers, self-administered sinking funds and funds set aside to pay off the Municipal Financing Authority (MFA) debt. The decrease of $51.2 million is primarily due to $26.1 million of capital purchases funded by the federal gas tax program and $34.4 million used to pay off MFA debt offset by an increase of $9.3 million in self-administered sinking funds.

The change in the asset held for sale balance represents the disposal of a real estate property.

LIABILITIES As at September 30, 2014 ($ thousands)	September 30 2014	December 31 2013	Change	%
Accounts payable and accrued liabilities	$ 305,742	$ 239,504	$ 66,238	27.7%
Debt	1,966,757	2,043,949	(77,192)	-3.8%
Deferred government transfer	1,212,351	1,238,101	(25,750)	-2.1%
Golden Ears Bridge contractor liability	1,051,279	1,045,059	6,220	0.6%
Deferred concessionaire credits	601,535	618,942	(17,407)	-2.8%
Employee future benefits	95,680	89,082	6,598	7.4%
Deferred lease inducements	9,106	9,467	(361)	-3.8%

Accounts payable and accrued liabilities increased $66.2 million since year end primarily due to the unearned property tax revenue (i.e. October to December 2014) which is presented within the Accounts payable and accrued liabilities category.

The net decrease of $25.8 million in deferred government transfer is due to the revenue recognition for government funding.

The Golden Ears Bridge contractor liability increased, as interest expense exceeds the payments in early years. The liability is set up so that principal payments commence during 2015.

Deferred concession credits represent the funding provided by the Canada Line Concessionaire. This balance is amortized to income on a straight-line basis over the operating term of the concessionaire agreement, which will expire in July 2040.

Employee future benefits, which represent post retirement and post employment benefits, has increased by $6.6 million primarily due to the estimated current service cost and related interest. The post retirement portion of this liability will draw down upon retirement of the employees.

NON-FINANCIAL ASSETS As at September 30, 2014 ($ thousands)	September 30 2014	December 31 2013	Change	%
Tangible capital assets	$ 4,464,438	$ 4,451,189	$ 13,249	0.3%
Supplies inventory	49,489	46,869	2,620	5.6%
Prepaid expenses	14,579	9,315	5,264	56.5%

Tangible capital assets increased by $13.2 million (0.3 per cent) primarily as a net result of $133.4 million in additions less the amortization of $119.2 million.

Prepaids increased by $5.2 million primarily due to a combination of an increase in prepaid insurance, property taxes and fare media.

Cash Flows and Liquidity

The liquidity position improved to September 30th due to the timing of property tax revenues received in August. TransLink's liquidity position is further supported by a $500 million commercial paper program, of which only $90 million is outstanding at September 30, 2014.

The following table shows TransLink's unrestricted cash and near cash equivalent investments, including money market funds.

CASH AND NEAR CASH As at September 30, 2014 ($ thousands)	September 30, 2014	December 31, 2013	Change
Cash	$ 200,391	$ 247,758	$ (47,367)
Investments – unrestricted (near cash equivalent) *	178,388	61,539	116,849
	$ 378,779	$ 309,297	$ 69,482

* Unrestricted investments are different from the consolidated statement of financial position as TPCC's investments have been excluded

Debt

Translink currently has three main sources of financing its assets: net direct debt, indirect Public Private Partnership (P3) debt and senior government contributions. The latter is represented on the balance sheet as deferred government transfers. Net Direct debt and Indirect P3 debt were both relatively unchanged and constitutes approximately 40 per cent and 35 per cent of TransLink's debt capital.

Net direct debt has declined by $47.7 million via the scheduled principal payments to MFA and further contributions to the self-administered sinking fund.

FINANCING As at September 30, 2014 ($ thousands)	September 30, 2014	Percent of Total	December 31, 2013	Percent of Total	Change
Direct Debt	$ 1,966,758		$ 2,043,949		$ (77,191)
Less: Restricted Investments:					
- Self-administered sinking funds	(65,055)		(56,847)		(8,208)
- Funds set aside to repay MFA Debt			(34,193)		34,193
Less: MFA DRF	(36,159)		(39,677)		3,518
Net Direct Debt	**$ 1,865,544**	**39.3%**	**$ 1,913,232**	**39.7%**	**$ (47,688)**
GEB	1,051,279		1,045,059		6,220
DCC - Canada Line	601,535		618,942		(17,407)
Indirect P3 Debt	**$ 1,652,814**	**34.8%**	**$ 1,664,001**	**34.6%**	**$ (11,187)**
Subtotal Net Direct Debt and Indirect P3 Debt	**$ 3,518,358**		**$ 3,577,233**		**$ (58,875)**
Deferred government transfers	**$ 1,226,561**	**25.8%**	**$ 1,238,101**	**25.7%**	**$ (11,540)**
Total	**$ 4,744,919**	**100.0%**	**$ 4,815,334**	**100.0%**	**$ (70,415)**

TransLink's debt management policy includes self-imposed debt coverage and debt service coverage limits. TransLink continues to remain within these limits.

Maintaining a high-quality credit rating is essential to ensure that TransLink can continue to access capital markets in the most cost-effective basis. The following table summarizes TransLink's current credit ratings and outlooks.

CREDIT RATING As at September 30, 2014 Agency	Commercial Paper	Senior Debt	General Obligation	Outlook
DBRS Limited	R-1 mid	AA	AA	Stable
Moody's Investors Service	Not Rated	Aa2	Aa2	Stable

Schedule 1: Consolidated Financial Statements

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

Consolidated Statement of Financial Position
(in thousands of dollars)

September 30, 2014, with comparative information for December 31, 2013

	September 30 2014	Restated December 31 2013
FINANCIAL ASSETS		
Cash	$ 200,391	$ 247,758
Accounts receivable	74,396	97,103
Restricted cash and investments	369,517	420,681
Investments	202,436	83,787
Assets held for sale	-	14,164
Debt reserve deposits	36,159	39,677
	882,899	903,170
LIABILITIES		
Accounts payable and accrued liabilities	305,742	239,504
Debt	1,966,757	2,043,949
Deferred government transfer	1,212,351	1,238,101
Golden Ears Bridge contractor liability	1,051,279	1,045,059
Deferred concessionaire credits	601,535	618,942
Employee future benefits	95,680	89,082
Deferred lease inducements	9,106	9,467
	5,242,450	5,284,104
NET DEBT	(4,359,551)	(4,380,934)
NON-FINANCIAL ASSETS		
Tangible capital assets	$ 4,464,438	$ 4,451,189
Supplies inventory	49,489	46,869
Prepaid expenses	14,579	9,315
	4,528,506	4,507,373
Accumulated Surplus	$ 168,955	$ 126,439

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

Consolidated Statement of Operations
(in thousands of dollars)

Nine months ended September 30, 2014, with comparative information for September 30, 2013

	2014 Budget	2014 Actual	2013 Actual
Revenue:			
Taxation	$ 552,282	$ 556,176	$ 548,942
Transit	382,937	369,294	371,414
Golden Ears Bridge tollings	29,713	31,643	29,752
Emissions testing	10,280	10,577	15,404
Government transfers	65,221	66,013	62,489
Amortization of deferred concessionaire credit	17,407	17,407	17,407
Interest income	25,459	25,430	24,807
Miscellaneous revenue	1,509	3,041	3,375
Gain (loss) on disposal of tangible capital assets	-	6,716	(141)
	1,084,808	1,086,297	1,073,449
Expenses:			
Aircare	12,299	11,880	12,020
Bus division	585,784	568,642	562,964
Corporate	72,481	57,054	56,762
Rail division	260,017	255,343	251,054
Roads & Bridges	158,794	126,696	124,712
Transit Police	24,103	24,166	21,392
	1,113,478	1,043,781	1,028,904
Surplus (deficit) for the period	(28,670)	42,516	44,545
Accumulated surplus, beginning of period	57,996	126,439	89,674
Accumulated surplus, end of period	$ 29,326	$ 168,955	$ 134,219

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY

Consolidated Statement of Changes in Net Debt
(in thousands of dollars)

Nine months ended September 30, 2014, with comparative information for September 30, 2013

	2014 Actual	2013 Actual Restated
Surplus for the period	$ 42,516	$ 44,545
Acquisition of tangible capital assets	(133,384)	(186,374)
Amortization of tangible capital assets	119,153	123,906
(Gain) loss on disposal of tangible capital assets	(6,716)	141
Net proceeds (costs) from disposal of capital assets	7,698	(141)
Write down of tangible capital assets	-	605
	(13,249)	(61,863)
Change in supplies inventory	(2,620)	(857)
Change in prepaid expenses	(5,264)	(4,771)
	(7,884)	(5,628)
Decrease (increase) in net debt	21,383	(22,946)
Net debt, beginning of period	(4,380,934)	(4,347,911)
Net debt, end of period	$ (4,359,551)	$ (4,370,857)

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
Consolidated Statement of Cash Flows
(in thousands of dollars)

Nine months ended September 30, 2014, with comparative information for September 30, 2013

		2014	2013 Restated
Cash provided by (used for):			
Operating Transactions:			
Surplus for the period	$	42,516	$ 44,545
Non-cash charges to operations		50,660	69,784
Changes in non-cash operating working capital		101,823	127,784
Net change in cash from operating transactions		194,999	242,113
Capital Transactions:			
Purchase of capital assets		(133,384)	(186,374)
Net proceeds (costs) from disposal of capital assets		7,698	(141)
Net change in cash from capital transactions		(125,686)	(186,515)
Investing Transactions:			
Decrease (increase) in restricted cash and investments		51,164	(71,570)
Increase in investments		(118,649)	(34,468)
Decrease in debt reserve deposits		3,518	566
Net change in cash from investing transactions		(63,967)	(105,472)
Financing Transactions:			
Debt proceeds		761	2,094
Issue costs on financing		(6)	-
Repayments of debt		(79,055)	(94,251)
Government transfers received for capital additions		25,587	163,925
Lease inducements received		-	390
Net change in cash from financing transactions		(52,713)	72,158
Increase (decrease) in cash		(47,367)	22,284
Cash, beginning of period		247,758	187,093
Cash, end of period	$	200,391	$ 209,377
Supplementary information:			
Interest paid	$	105,938	$ 102,083

SOUTH COAST BRITISH COLUMBIA TRANSPORTATION AUTHORITY
Consolidated Statement of Cash Flows (continued)
(in thousands of dollars)

Nine months ended September 30, 2014, with comparative information for September 30, 2013

		2014	2013 Restated
Non-cash charges to operations:			
Amortization of capital assets	$	119,153	$ 123,906
Amortization of bond discount		926	989
Amortization of debt issue cost		182	421
Amortization of deferred concessionaire credits		(17,407)	(17,407)
Amortization of deferred government transfers		(51,337)	(47,760)
Amortization of deferred lease inducements		(361)	(374)
Interest accretion on contractor liability		6,220	9,263
Writedown of tangible capital assets		-	605
Loss (Gain) on disposal of tangible capital assets		(6,716)	141
	$	50,660	$ 69,784
Changes in non-cash operating working capital:			
Decrease in accounts receivable	$	22,707	$ 34,491
Increase in supplies inventory		(2,620)	(857)
Increase in prepaid expenses		(5,264)	(4,771)
Increase in accounts payable and accrued liabilities		66,238	90,764
Decrease in assets held for sale		14,164	-
Employee future benefit payable		6,598	8,157
	$	101,823	$ 127,784

South Coast British Columbia Transportation Authority
Segment Report
Nine months ended September 30, 2014
(in thousands of dollars)

	Aircare	Bus division	Corporate	Rail division	Road & Bridge	Transit Police	2014	2013
Revenues:								
Taxation	$ -	$ -	$ 556,176	$ -	$ -	$ -	$ 556,176	$ 548,942
Transit	-	-	369,294	-	-	-	369,294	371,414
Golden Ears Bridge tollings	-	-	-	-	31,643	-	31,643	29,752
Emissions testing	10,577	-	-	-	-	-	10,577	15,404
Government transfers	-	-	66,013	-	-	-	66,013	62,489
Amortization of deferred concessionaire credit	-	-	-	17,407	-	-	17,407	17,407
Interest income	-	-	25,430	-	-	-	25,430	24,807
Miscellaneous revenue	-	1,560	1,183	207	20	71	3,041	3,375
Gain (loss) on disposal of tangible capital assets	-	213	6,503	-	-	-	6,716	(141)
	10,577	1,773	1,024,599	17,614	31,663	71	1,086,297	1,073,449
Expenses								
Administration	170	9,212	8,796	2,035	83	1,620	21,916	18,003
Capital infrastructure contributions	-	-	-	-	23,564	-	23,564	20,468
Contracted services	10,744	49,862	4	85,906	8,507	-	155,023	152,021
Fuel and power	-	42,850	-	9,599	-	-	52,449	51,664
Insurance	2	9,815	134	3,184	816	28	13,979	13,050
Maintenance, materials and utilities	3	39,443	866	22,538	17,961	692	81,503	75,103
Professional & legal	16	1,219	4,762	767	816	335	7,915	8,720
Rentals, leases and property tax	93	9,508	7,934	11,677	51	1,296	30,559	37,596
Salaries, wages and benefits	852	309,500	25,132	52,786	781	19,023	408,074	396,984
Write-down of tangible capital assets	-	-	-	-	-	-	-	605
Expenses before amortization and interest	11,880	471,409	47,628	188,492	52,579	22,994	794,982	774,214
Amortization of capital assets	-	58,476	5,667	40,207	14,097	706	119,153	123,906
Interest	-	38,757	3,759	26,644	60,020	466	129,646	130,784
Amortization and interest	-	97,233	9,426	66,851	74,117	1,172	248,799	254,690
Total Expenses	11,880	568,642	57,054	255,343	126,696	24,166	1,043,781	1,028,904
Surplus (deficit) for the period	$ (1,303)	$ (566,869)	$ 967,545	$ (237,729)	$ (95,033)	$ (24,095)	$ 42,516	$ 44,545

Schedule 2: Funded Statement of Operations

FUNDED STATEMENT OF OPERATIONS	YTD	YTD	YTD		YTD	YTD		Annual	Annual	Annual	
As at September 30, 2014	2013	2014	Year-over-Year		2014	Budget Variance		2014	2014	Forecast Variance	
($ thousands)	ACTUAL	ACTUAL	Change	%	BUDGET	Fav/(Unfav)	%	Q3 FORECAST	BUDGET	Fav/(Unfav)	%
REVENUES											
Transit	371,414	369,294	(2,120)	-0.6%	382,937	(13,643)	(3.6%)	498,188	518,001	(19,814)	(3.8%)
Golden Ears Bridge tolls	29,752	31,643	1,891	6.4%	29,713	1,930	6.5%	41,870	39,648	2,222	5.6%
Fuel	256,929	255,054	(1,875)	-0.7%	253,321	1,733	0.7%	339,495	337,761	1,733	0.5%
Property and Replacement	235,554	242,210	6,656	2.8%	242,210	-	0.0%	322,946	322,946	0	0.0%
Hydro Levy	14,307	14,647	340	2.4%	14,653	(6)	(0.0%)	19,664	19,670	(6)	(0.0%)
Parking Sales	42,152	44,265	2,113	5.0%	42,098	2,167	5.1%	58,882	56,019	2,863	5.1%
Total Taxation	548,942	556,176	7,234	1.3%	552,282	3,894	0.7%	740,987	736,396	4,590	0.6%
Interest Income	3,429	3,618	189	5.5%	2,878	740	25.7%	4,898	4,123	775	18.8%
Operating Contribution	14,729	14,676	(53)	(0.4%)	14,434	241	1.7%	19,540	19,300	240	1.2%
Miscellaneous	3,375	3,041	(334)	-9.9%	1,509	1,532	101.5%	3,671	2,043	1,628	79.7%
Gain on Disposal	(141)	6,716	6,857	4853.5%	-	6,716	0.0%	6,716	-	6,716	0.0%
Total Revenues	**971,500**	**985,164**	**13,664**	**1.4%**	**983,753**	**1,411**	**0.1%**	**1,315,869**	**1,319,511**	**(3,642)**	**-0.3%**
EXPENSES											
Major Road Network Operations	17,684	17,875	190	1.1%	21,434	3,559	16.6%	24,128	28,529	4,400	15.4%
Golden Ears Bridge Operations	9,436	9,607	172	1.8%	9,508	(99)	(1.0%)	12,781	12,709	(72)	(0.6%)
Admin	3,548	1,532	(2,017)	(56.8%)	3,395	1,864	54.9%	2,885	4,444	1,560	35.1%
Total Roads & Bridges	**30,668**	**29,013**	**(1,655)**	**(5.4%)**	**34,337**	**5,324**	**15.5%**	**39,794**	**45,682**	**5,888**	**12.9%**
Coast Mountain Bus Company	413,014	419,100	6,086	1.5%	424,671	5,571	1.3%	560,274	570,208	9,934	1.7%
Access Transit	37,398	37,299	(99)	(0.3%)	37,652	353	0.9%	50,694	50,507	(188)	(0.4%)
Other Contractors	14,098	15,011	912	6.5%	15,230	220	1.4%	20,245	20,418	173	0.8%
Total Bus Division	**464,511**	**471,410**	**6,899**	**1.5%**	**477,554**	**6,144**	**1.3%**	**631,213**	**641,133**	**9,920**	**1.5%**
Expo & Millennium Lines	75,579	82,189	6,610	8.7%	84,103	1,914	2.3%	112,543	112,650	107	0.1%
West Coast Express	23,501	25,943	2,441	10.4%	25,707	(236)	(0.9%)	34,576	34,814	239	0.7%
Canada Line	79,613	80,360	747	0.9%	81,314	954	1.2%	107,867	108,834	967	0.9%
Total Rail Division	**178,694**	**188,492**	**9,799**	**5.5%**	**191,124**	**2,632**	**1.4%**	**254,986**	**256,298**	**1,312**	**0.5%**
Total Transit	**643,204**	**659,902**	**16,698**	**2.6%**	**668,678**	**8,776**	**1.3%**	**886,199**	**897,431**	**11,232**	**1.3%**
Translink	**47,399**	**47,467**	**68**	**0.1%**	**65,917**	**18,451**	**28.0%**	**65,913**	**87,746**	**21,834**	**24.9%**
Transit Police	**21,374**	**22,995**	**1,621**	**7.6%**	**24,084**	**1,090**	**4.5%**	**31,905**	**32,181**	**276**	**0.9%**
Provision for Contingencies/Reinvestments	-	-	-	0.0%	-	-	0.0%	6,000	13,500	7,500	55.6%
Interest Expense	80,512	78,968	(1,544)	(1.9%)	84,210	5,242	6.2%	103,836	114,356	10,520	9.2%
Amortization	6,642	5,401	(1,241)	(18.7%)	9,185	3,785	41.2%	6,734	12,982	6,248	48.1%
Debt Repayments	69,718	66,664	(3,054)	(4.4%)	70,198	3,534	5.0%	89,146	94,871	5,725	6.0%
GEB Capital Payments	40,997	45,131	4,134	10.1%	44,924	(207)	(0.5%)	62,125	61,918	(207)	(0.3%)
Total Debt Services	**197,869**	**196,164**	**(1,705)**	**(0.9%)**	**208,517**	**12,354**	**5.9%**	**261,841**	**284,127**	**22,286**	**7.8%**
Total Expenses	**940,514**	**955,540**	**15,026**	**1.6%**	**1,001,534**	**45,994**	**4.6%**	**1,291,651**	**1,360,667**	**69,016**	**5.1%**
Funded Surplus/(Deficit)	**30,986**	**29,624**	**(1,362)**	**-4.4%**	**(17,781)**	**47,405**	**266.6%**	**24,218**	**(41,156)**	**65,374**	**158.8%**
Cumulative Funded Surplus											
Opening Balance	294,793	342,700	47,907	16.3%	342,700	-	0.0%	342,700	342,700	-	-
Surplus/(Deficit) YTD	30,986	29,624	(1,362)	-4.4%	(17,781)	47,405	266.6%	24,218	(41,156)	65,374	158.8%
Closing Balance	**325,779**	**372,324**	**46,545**	**14.3%**	**324,919**	**47,405**	**14.6%**	**366,918**	**301,544**	**65,374**	**21.7%**

Appendix 1: Bus Operations

BUS DIVISION	YTD Q3 2013 Actual	YTD Q3 2014 Actual	Fav./(Unfav.) Year over Year	YTD Q3 2014 Budget	Fav./(Unfav.) Actual vs. Target
CONVENTIONAL TRANSIT (BUS)					
Customer					
Overall performance rating out of 10	7.7	7.8	0.1	7.6	0.2
Complaints per 1 m boarded passengers	122.3	110.9	11.4	108.4	(2.5)
Preventable collisions per million kms.	9.1	8.2	0.9	8.7	0.5
Passenger injuries per 1 million boarded passengers	3.5	3.5	(0.0)	3.3	(0.2)
Perception of Safety (On-Board & At stops and exchanges) out of 10	8.5	8.5	-	8.5	-
Delivered service hours/scheduled	99.44%	99.45%	0.01%	99.50%	(0.05%)
Internal Effectiveness					
Operating cost per passenger km.	$0.388	$0.397	$(0.009)	$0.385	$(0.012)
Operating cost (excluding energy) per passenger km.	$0.348	$0.354	$(0.006)	$0.344	$(0.010)
Operating Cost per capacity kilometre	$0.118	$0.120	$(0.002)	$0.121	$0.001
Boardings per service hour	49.20	48.50	(0.70)	51.30	(2.80)
Utilization (Passenger Kms./Capacity Kms.)	30.3%	30.2%	(0.1%)	31.5%	(1.3%)
Mean distance between vehicle failures	25,814	22,759	(3,055)	29,889	(7,130)
People					
Lost time frequency (per 200,000 hours worked)	8.33	7.85	0.48	5.49	2.36
Service Statistics					
Service Hours (thousands)	3,646	3,677	31	3,675	2
Service Kilometres (thousands)	72,417	72,212	(206)	73,650	(1,438)
Boarded Passengers (thousands)	179,267	178,327	(941)	188,411	(10,085)
CMBC					
Customer					
Overall performance rating out of 10	7.7	7.8	(0.1)	7.6	0.2
Complaints per 1 m boarded passengers	122.9	112.1	10.8	112.1	-
Preventable collisions per million kms.	9.0	8.4	0.6	5.1	(3.3)
Passenger injuries per 1 million boarded passengers	3.5	3.7	(0.1)	3.3	(0.3)
Perception of Safety (On-Board & At stops and exchanges) out of 10	8.5	8.5	-	8.5	-
Delivered service hours/scheduled	99.4%	99.4%	0.01%	99.5%	(0.1%)
Internal Effectiveness					
Operating cost per passenger km.	$0.391	$0.399	$(0.008)	$0.386	$(0.013)
Operating cost (excluding energy) per passenger km.	$0.351	$0.356	$(0.005)	$0.346	$(0.010)
Operating Cost per capacity kilometre	$0.118	$0.121	$(0.003)	$0.135	$0.014
Boardings per service hour	49.70	49.10	(0.60)	52.10	(3.00)
Utilization (Passenger Kms./Capacity Kms.)	30.3%	30.2%	(0.1%)	31.6%	(1.4%)
Mean distance between vehicle failures	27,867	24,210	(3,657)	29,889	(5,679)
People					
Lost time frequency (per 200,000 hours worked)	8.33	7.85	0.48	5.5	2.36
Service Statistics					
Service Hours (thousands)	3,482	3,504	22	3,498	6
Service Kilometres (thousands)	68,748	68,384	(365)	69,610	(1,226)
Boarded Passengers (thousands)	173,180	172,163	(1,017)	182,200	(10,037)
CONTRACTED SERVICES					
Customer					
Overall performance rating out of 10	8.2	8.2	-	n/a	n/a
Complaints per 1 m boarded passengers	105.6	79.3	26.3	n/a	n/a
Preventable collisions per million kms.	11.7	9.1	2.6	n/a	n/a
Passenger injuries per 1 million boarded passengers	2.96	0.3	2.6	2.9	2.6
Perception of Safety (On-Board & At stops and exchanges) out of 10	8.9	9.0	0.1	n/a	n/a
Delivered service hours/scheduled	99.81%	99.89%	0.08%	100.00%	(0.11%)
Internal Effectiveness					
Operating cost per passenger km.	$0.326	$0.342	$(0.016)	$0.349	$0.007
Operating cost (excluding energy) per passenger km.	$0.274	$0.301	$(0.027)	$0.290	$(0.011)
Operating Cost per capacity kilometre	$0.100	$0.106	$(0.006)	$0.102	$(0.004)
Boardings per service hour	37.20	35.70	(1.50)	35.10	0.60
Utilization (Passenger Kms./Capacity Kms.)	3,080.0%	31.1%	(3,048.9%)	29.1%	2.0%
Mean distance between vehicle failures	10,855	11,000	145	n/a	n/a
Service Statistics					
Service Hours (thousands)	164	173	9	177	(4)
Service Kilometres (thousands)	3,669	3,828	159	4,040	(212)
Boarded Passengers (thousands)	6,087	6,164	76	6,211	(48)
ACCESS TRANSIT					
Customer					
Overall performance rating out of 10	8.3	8.2	(0.1)	n/a	n/a
Complaints per 1 m boarded passengers	1,018.0	1,049.2	(31.2)	754.2	(295.0)
Preventable collisions per million kms.	10.5	6.9	3.6	n/a	n/a
Passenger injuries per 1 million boarded passengers	21.58	17.41	4.17	20.41	3.00
Perception of Safety (On-Board & At stops and exchanges) out of 10	9.0	9.0	-	n/a	n/a
Delivered service hours/scheduled	100.00%	100.00%	-	100.00%	-
Internal Effectiveness					
Operating cost per passenger km.	$6.572	$6.741	$(0.169)	$6.243	$(0.498)
Operating cost (excluding energy) per passenger km.	$6.192	$6.354	$(0.162)	$5.852	$(0.502)
Boardings per service hour	2.51	2.63	0.12	2.62	0.01
Service Statistics					
Service Hours (thousands)	442	415	(28)	449	(34)
Service Kilometres (thousands)	7,230	6,648	(583)	7,364	(716)
Boarded Passengers (thousands)	1,112	1,091	(21)	1,176	(85)

Appendix 2: Rail Operations

RAIL DIVISION	YTD Q3 2013 Actual	YTD Q3 2014 Actual	Fav./(Unfav.) Year over Year	YTD Q3 2014 Budget	Fav./(Unfav.) Actual vs. Target
TOTAL RAIL					
Customer					
Overall performance rating out of 10	8.3	8.2	(0.1)	8.3	(0.1)
Complaints per 1 m boarded passengers	13.4	14.3	(0.9)	9.2	(5.1)
On-time performance % (within 2 minutes) Expo/Millenium	95.40%	92.80%	(2.60%)	96.00%	(3.20%)
On-time performance % (within 5 minutes) WCE	97.90%	98.10%	0.20%	97.70%	0.40%
Collisions and derailments per million kms.	0.03	-	0.03	-	-
Passenger injuries per 1 million boarded passengers	0.71	1.01	(0.30)	-	-
Perception of Safety (On-Board & At stops and exchanges) out of 10	8.3	8.2	(0.1)	8.3	(0.1)
Internal Effectiveness					
Operating cost per passenger km.	$0.175	$0.185	$(0.010)	$0.184	$(0.001)
Operating cost (excluding energy) per passenger km.	$0.166	$0.176	$(0.010)	$0.175	$(0.001)
Operating Cost per capacity kilometre	$0.040	$0.042	$(0.002)	$0.043	$0.001
Boardings per service hour	88.4	87.4	(1.0)	90.4	(3.0)
Utilization (Passenger Kms./Capacity Kms.)	22.7%	22.7%	-	23.6%	(0.9%)
Mean distance between vehicle failures	850,672	770,113	(80,559)	663,646	106,467
Overall mystery shopper score	92.9%	92.5%	(0.4%)	93.3%	(0.8%)
People					
Lost time frequency (per 200,000 hours worked)	3.77	2.96	0.81	3.00	0.04
Service Statistics					
Service Hours (thousands)	1,006	1,013	7	999	14
Service Kilometres (thousands)	39,632	39,910	278	39,350	560
Boarded Passengers (thousands)	88,967	88,544	(423)	90,331	(1,787)
West Coast Express					
Customer					
Overall performance rating out of 10	8.5	8.5	-	-	-
Complaints per 1 m boarded passengers	194.7	218.0	(23.3)	211.2	(6.8)
Service reliability (% service hours delivered)	100.2%	99.8%	(0.4%)	99.9%	(0.1%)
On-time performance within 5 minutes	97.9%	98.1%	0.2%	97.7%	0.4%
Passenger injuries per 1 million boarded passengers	-	-	-	0.35	0.35
Internal Effectiveness					
Operating cost per passenger km.	$0.191	$0.224	$(0.033)	$0.203	$(0.021)
Operating cost (excluding energy) per passenger km.	$0.177	$0.207	$(0.030)	$0.188	$(0.019)
Operating Cost per capacity kilometre	$0.084	$0.099	$(0.015)	$0.092	$(0.007)
Boardings per service hour	66.9	63.8	(3.1)	69.2	(5.4)
Utilization (Passenger Kms./Capacity Kms.)	44.1%	44.1%	-	45.1%	(1.0%)
Mean distance between vehicle failures	258,216	206,297	(51,919)	230,242	(23,945)
Overall mystery shopper score	90.4%	87.9%	(2.5%)	87.5%	0.4%
People					
Lost time frequency (per 200,000 hours worked)	-	-	-	-	-
Service Statistics					
Service Hours (thousands)	31	31	(0)	31	0
Service Kilometres (thousands)	1,111	1,110	(1)	1,120	(11)
Boarded Passengers (thousands)	2,069	1,972	(97)	2,137	(165)
Expo & Millenium Line					
Customer					
Overall performance rating out of 10	8.1	7.9	(0.2)	8.3	(0.4)
Complaints per 1 m boarded passengers	7.7	10.9	(3.2)	5.1	(5.8)
Service reliability (% service hours delivered)	99.5%	99.4%	(0.1%)	99.8%	(0.4%)
On-time performance %	95.4%	92.8%	(2.6%)	96.0%	(3.2%)
Collisions & Derailments per million kms.	0.03	-	0.03	-	-
Passenger injuries per 1 million boarded passengers	1.11	1.42	(0.31)	1.10	(0.32)
Perception of Safety (On-Board & At stops and exchanges) out of 10	8.1	8.0	(0.1)	8.0	-
Internal Effectiveness					
Operating cost per passenger km.	$0.129	$0.142	$(0.013)	$0.142	$ -
Operating cost (excluding energy) per passenger km.	$0.117	$0.128	$(0.011)	$0.129	$0.001
Operating Cost per capacity kilometre	$0.023	$0.026	$(0.003)	$0.027	$0.001
Boardings per service hour	68.5	67.4	(1.1)	69.9	(2.5)
Utilization (Passenger Kms./Capacity Kms.)	18.0%	18.0%	-	18.8%	(0.8%)
Mean distance between vehicle failures	592,456	563,816	(28,640)	433,403	130,413
Overall mystery shopper score	92.8%	93.2%	0.4%	94.0%	(0.8%)
People					
Lost time frequency (per 200,000 hours worked)	3.77	2.96	0.81	3.00	0.04
Service Statistics					
Service Hours (thousands)	829	836	7	821	15
Service Kilometres (thousands)	33,421	33,700	279	33,077	622
Boarded Passengers (thousands)	56,792	56,346	(447)	57,375	(1,029)
Canada Line					
Customer					
Overall performance rating out of 10	8.7	8.7	-	8.3	0.4
Complaints per 1 m boarded passengers	11.6	7.5	4.1	2.9	4.6
Perception of Safety (On-Board & At stops and exchanges) out of 10	8.8	8.8	-	8.5	0.3
Internal Effectiveness					
Operating cost per passenger km.	$0.258	$0.258	$ -	$0.256	$(0.002)
Operating cost (excluding energy) per passenger km.	$0.258	$0.258	$ -	$0.256	$(0.002)
Operating Cost per capacity kilometre	$0.094	$0.094	$ -	$0.095	$0.001
Boardings per service hour	206.6	207.4	0.8	209.4	(2.0)
Utilization (Passenger Kms./Capacity Kms.)	36.4%	36.5%	0.1%	36.9%	(0.4%)
Contract adherence monitoring	95.6%	96.3%	0.7%	98.5%	(2.2%)
Service Statistics					
Service Hours (thousands)	146	146	-	147	(1)
Service Kilometres (thousands)	5,101	5,101	-	5,152	(52)
Boarded Passengers (thousands)	30,106	30,226	120	30,819	(593)

Appendix 3: Allocated Costs between Divisions

ALLOCATED COST BREAKDOWN As at September 30, 2014 ($ thousands)	YTD Actual 2013	YTD Actual 2014	YTD Year-over-Year Change	YTD Year-over-Year %	YTD Budget 2014	YTD Budget Variance Fav/ (Unfav)	YTD Budget Variance %	Annual Forecast 2014	Annual Budget 2014	Annual Forecast Variance Fav/ (Unfav)	Annual Forecast Variance %
Shared services costs allocated [1]											
CMBC	15,355	17,569	2,214	14.4%	19,437	1,869	9.6%	23,894	26,011	2,117	8.9%
BCRTC	528	613	86	16.3%	599	(14)	(2.3%)	835	802	(33)	(3.9%)
WCE	50	34	(16)	(32.8%)	62	28	45.3%	47	83	0	75.3%
Canada Line	-	-	-	-	-	-		-	-	-	-
Police	1,039	1,249	210	20.2%	1,314	65	4.9%	1,647	1,692	45	2.7%
Roads & Bridges	-	1,533	1,533	0.0%	3,392	1,859	0.0%	2,886	4,440	1,554	0
TransLink	(16,972)	(21,001)	(4,032)	(23.8%)	(24,807)	(3,806)	(15.3%)	(29,309)	(33,024)	(3,715)	(12.7%)
Total	-	-	-	-	-	-	-	-	-	-	-
Costs administered by TransLink and allocated to subsidiaries [2]											
CMBC	12,169	11,604	(565)	(4.6%)	13,935	2,331	16.7%	15,425	18,579	3,154	20.4%
BCRTC	2,140	2,694	554	25.9%	4,078	1,384	33.9%	3,597	5,437	1,840	51.2%
WCE	10,010	10,856	846	8.5%	10,955	100	0.9%	14,616	14,748	133	0.9%
Canada Line	1,452	1,618	166	11.4%	2,106	488	23.2%	2,165	2,808	643	29.7%
Police	664	1,191	526	79.2%	1,385	195	14.0%	1,616	1,847	231	14.3%
Total	26,434	27,962	1,527	5.8%	32,459	4,497	13.9%	37,418	43,419	6,001	16.0%
Total Allocated costs to Subsidiaries from TransLink											
CMBC	27,524	29,173	1,648	6.0%	33,372	4,199	12.5%	39,319	44,591	5,271	13.4%
BCRTC	2,667	3,307	640	24.0%	4,677	1,370	29.3%	4,431	6,239	1,807	40.8%
WCE	10,060	10,889	829	8.2%	11,017	128	1.2%	14,663	14,831	168	1.1%
Canada Line	1,452	1,618	166	11.4%	2,106	488	23.2%	2,165	2,808	643	29.7%
Police	1,704	2,440	736	43.2%	2,699	259	9.6%	3,263	3,539	276	8.5%
Total	43,407	47,427	4,020	9.3%	53,872	6,444	12.0%	63,841	72,007	8,166	12.8%

[1] Includes Business Technology & Human Resources costs

[2] Includes property tax, building leases, insurance, fare media costs, and compass card operating costs

* Negatives represent allocations out, positives represent allocations in

Note: human resources costs are allocated based on headcounts, while Business Technology costs are allocated based on operating usage.